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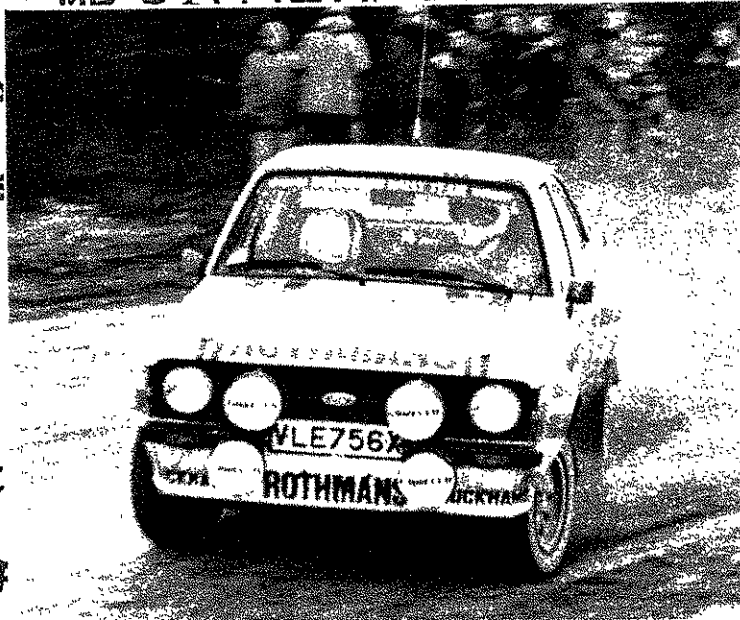
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EDITOR

The first thing I must do is thank John Bean for his titanic effort in producing 5 (yes I said 5) articles for this month's magazine showing not only what a good competitor he is but what a good ambassador for Trackrod. Well done John - however I do disagree with the presumption that there will be no competitive road events next year; road rallies have changed in the past and all I can say is do the 1988 Northern Lights to see how we can keep road events competitive for both the skilled navigator and the skilled driver - so maybe you won't have to turn to our stage rallying brethren for your motorsport.

Anyway I think there are some particularly good articles in this edition and a couple to which you may want to respond (not necessarily to me) but notice my address has changed so see the back page for the new centre of the Universe.

The biggest event for us this month must have been the Quip Forest Stages, our own National Status event in which Andy Ball and myself not only marshalled the start area (and nearly getting run over by Keith Oswin in the attempt) but also embarked on a new experience as course closing car in the Flying Strada (Ian and John Richardson eat your hearts out - Racing Green Ladas are nothing in comparison !!). Both car and driver (Andy) performed faultlessly even when travelling sideways in 5th down Dalby 2! However I want to know which helicopter firm airlifted John Westmoreland's Escort Van from stage to stage cos he was always either waiting for us on a start line or 3" behind our rear bumper. He must have put in some effort that day - I bet he never eats a steak again! Oh yes if Steve Smith's reading please don't tell anybody about that overshoot on a road section - oops.

We had a trouble-free and extremely enjoyable and rewarding run apart from destroying our radio aerial (and still being able to speak to people - hmmm). After the event the party was flowing with booze and if anyone remembers what I was doing all night write to me and tell me cos I'm afraid I got very drunk! That's it from me, see you all on the Olicana.

CHAIRMANS CHAT.

Well here we are again one month further on, the dark winter nights seem to be drawing in quicker than ever and the non existent summer is becoming just a memory. It hardly seems 5 minutes since the last magazine, which I think everyone will agree was well put together by the new editors, Chris Sharpe and Roland Cross. The magazine has reached new heights with J. McNichol at the helm and the new team seem to have carried on where he left off. Good luck to both of them and keep those articles coming so we can all read about your exploits during the coming months.

As mentioned last month we have now received more details of our stage on the Crystal Stages on Sunday 18th October. The stage which includes Mikkolos bend needs to be manned by 10.30am with first car expected at 12.30pm. Your support is needed so please give your names to either G> McPhail or myself as soon as possible.

On a more personal note, I would like to thank everyone who came out and marshaled on the recent Costa '87 on probably the foulest night of the year so far. Only those who have done it will realise what headaches being Chief Marshal on an event like this can bring and these are not helped when people who have booked controls decide not to turn up. Anyway, from having a full compliment on the Friday before we eventually had to resort to using 4 code boards, but despite this everything else ran to plan and the event was on the whole well received as usual. Unfortunately Martin who has run the event for the past 15 years as C of C and the future of the Costa is now uncertain, however, I am sure everyone will join me and thank him for his hard work on this event. Thanks also to Roland for filling in on the last unmanned control despite doing results as well.

As a new venture, I will be co-driving for Bob Stoker in his new Escort on the Malton CC Wombledon stages on the 25th October and as it has been quite a while since I sat in the left hand seat, I am looking forward to this project with some excitement. I hope a quick spray with WD40 will get rid of the rust before the off and we have been discussing a new form of Turbo Boost to get some more power on the straights! The plan also includes some Road Rallies before they change format and the Christmas Stages, in Santa Gear!! , so watch this space for more details.

All of you have a good time on whatever you have planned, and don't forget to write about them in the magazine and to Roland who said I was being too nice to him in this article - COBBLERS!!!

All the best and until next the next time -
CHEERS!

RICHARD

COSTA '87

Well didn't it rain early on !!! Don't know ?? shame on you not being out. Congratulations all of you who were.

Seriously though, (as if that wasn't serious). Thanks to all of you who helped make the night a reasonable success.

Since the Costa '87 was definately my last as an organiser I wish to say thanks to all of you old stalwarts who have supported me on the organising side over the years and also to all you competitors who have come back for more year after year. May you continue to support future organisers as well as you have me.

All volunteers for the future should report to the committee. (Should be interesting eh!!)

Martin Kemp.

COMPETITION CALENDAR

RALLIES (R - road, S - stage)

OCT.	9/10/11	2300 C.C.	R/S	Tour of Mull
	17/18	Ilkley	R	Olicana 98,99. 103,104
	18	N.H.M.C.	S	Crystal
	25	Dukeries M.C.	S	Dukeries
	25	Malton	S	Wombledon 100
	31/1	Alwoodley	R	Larkspeed 92, 93,98,99,100,101
NOV.	1	Slaithwaite	S	

P.C.T./Autotest

OCT.	11	Otley P.C.T.
	18	Keighley A/T
	18	N.H.M.C. A/T
	25	Trackrod A/T

* Entrant's No. 04161 - Please Use It *

SOCIAL CALENDAR

OCT. 13 East Leeds Leisure Centre
20 Beehive, Thorner
27 Crown, Boston Spa -
R.A.C. Meeting
NOV. 3 Crown, Boston Spa -
**** BONFIRE AND DISCO ****
It was great fun last year so book this
date in your diaries.
10 East Leeds Leisure Centre
17 Beehive, Thorner
24 Roundhegians Rugby Club
(chalwood Drive, Leeds 8)

Dates to Remember - all help needed 18 Oct. Crystal
24 Nov. R.A.C.

Well hopefully the success of the new venue at the
rugby club will inspire you all to turn up to the
bonfire and disco on the 3rd November.
See you all there.

Becky.

TRACKROD NOVICE RALLY.

Bernard Fernyhough/John Bean.

With a new manifold and exhaust system fitted, the Angus Williams Painter and Decorator (Isle of Mull) sponsored Sunbeam sailed through the noise test and formalities before taking up our seeding of No. 7 for this Semi/Novice/Beginner Rally.

A long run out from Leeds to the Malton area, apparently to avoid attention from the Tadcaster Police, led to a series of selectives in the centre of map 100. A neat touch was a route amendment issued at the start in a sealed envelope to avoid spectator problems during the first few selectives. Bernard was trying very hard at first, realising perhaps that he had a chance of a good result, but after almost nose-diving on Yearsley Yumps, and bursting the zip on my nomex overalls, he steadied up somewhat.

After the petrol halt on the A64, the rally moved south of Malton, around Thixendale, to finish near Pickering. The final short selective was very misty, and an overshoot at a narrow crossroads meant that we dropped over 30 secs to our closest rivals.

At the finish some comments were made about the eligibility of certain crews, but as no one took any action before the start, the results stood. We finished 5th O/A, 3rd in class and best Trackrod Crew (Nice Trophy) and also best team with Pam White/Barry Dove (13th O/A, 6th Semi) and Richard Endley/Vince Fletcher (15th O/A, 6th Novice).

John Bean

NUTTY NIGHT SCATTER - Leeds Polytechnic Union Motor Club

Keith Welsby/Martin Douglas

Anxious to do well on this event (as the LUUMC driver's ch'ship was very close) I talked Keith Welsby into dragging the well rallied Sunbeam out again despite having odd spot lights, unbalanced wheels, no petrol etc. etc.

Going to the start (confident move this) not using the map the car started shaking cos we reached 80 mph (!!) so there were going to be no tons tonight.

The start had been publicised as 7.30pm but as it didn't get dark until 9pm the start was moved back for safety.

After a swift pint to calm the nerves we made it back to the start car-park (Stainburn Moor) where Liz Wood wrong-slotted, and we were confronted with a page of 24 grid references. Team tactics came into play here and we sampled the bounciness of Matt Sykes suspension whilst he and Andy Ball were plotting - so Andy plotted the 24 references in 6 mins and we plotted in 5 mins - what speed - what accuracy?

Setting off at dusk we found to our amazement that the roads around Almscliff Cragg had been resurfaced since the Coleman Tyres and as a result we found one road blocked by a council lorry and lost 5 mins. It wasn't really important as it was becoming clear that the maximum 18 points would be clearable and after a swift tour of Brimham Rocks (where Craig Ainslie and Ian Miller nearly landed on our bonnet as we cowered underneath Wauds Fm yump) we arrived at the finish well in time. Unfortunately for Keith, Matt finished 2nd behind us which clinched the Leeds University Scatter Driver Trophy by one point - 52 from 51 after 7 events.

Thanks to the Poly for organising the event - a brilliant end to a successful year for University/Poly Motorsport in 1986/1987.

Martin Douglas.

GOING ROUND IN CIRCLES

Early in september four intrpid wallies set out from Mansfield in a hurse (Volvo 760!) to wreak terror around Mallory Park. Having seen an advert for Everyman Racing School and being at a loss as to what to buy my Dad for his birthday present, my brother and I decided that sending him on a racing school might not only solve the problem of the present but would also serve to see if the rumours of his exploits in the Airbourne Shoes Mini and Triumph Vitesse back in the 60's were true.

On arrival we were ushered into a classroom to be told all about how "real" racing drivers drive - i.e. no left foot braking and definately no use of the handbrake - well how boring!!! Anyway after being taught the lines through corners and all about the use of the brakes we were shoved into XR3i's to be driven around by instructors. Well you all know the one about the difference between hedgehogs and XR3's - having witnessed the way that the instructors flung the things around the track we all knew who were going to look the pricks!

The instructor then swopped seats with whoever was unfortunate enough to be sitting in the front - yes you've guessed it, me - and let them loose on the track whilst he was assessing their driving on a 0 to 10 scale for points such as gearchanging, braking, turning in, clipping etc.

At the end of 8 laps you feel that you've just got the hang of the lines through the corners and then it's time to get out of the car! So I got out of the XR3 and was ordered into some racing overalls and given a helmet that could have accomadated half the people there. I was then strapped into a Formula Ford by 2 blokes - well I've never been tied up like that before! (Ed - except on his honeymoon I bet!!) I was waiting for the girlie in thigh length leather boots and the whip.

I then proceeded to stun the amassed crowds with a superb display - well it would have been if some dick-head in another car had'nt kept passing me at

about twice the speed that I was travelling (Ed - that's about 30mph) - definately not a good one for the ego. I can only describe driving a single seater as being a little akin to sharing a Mini with 6 prop-forwards all brandishing pneumatic drills and trying to push you out of the car every time you went around a corner - give me a real car any day.

After 9 laps of torture it was time to get out of the single seater and into a Samba for an autotest. A drive around a load of cones whilst keeping the golf ball in a bowl on the bonnet, "easy!", said the instructor - the hard bit was chasing the golf ball through the car park.

We then went back to pits to watch the amusement - 3 instructors trying to prise my Dad into a single seater. To say that my Dad is not a small chap is no understatement - Mansfield Brewery had taken out insurance just in case he damaged his drinking arm! We then sat and watched him blat around the circuit and chuckled a little when some other bloke tried to turn a Formula Ford into a Go-Kart by shunting it backwards into the Armco at one hell of a speed.

After all this we went back into the classroom for a debrief and a presentation of awards. One of our party, Bob, picked up a signed photo of Jackie Stewart for the best autotest time (and use of chewing gum on the golf ball). I got a laural wreath for somehow amassing 151/160 for the driving assessment. Flushed with success we then decided to wreak havoc with our bank balances by paying for extra laps before heading home to the pub.

All in all a great day for 40 pounds plus a bit more for the extra laps.

Andrew Ball

Best wishes to Carole Joy and Tony Moore on there recent wedding which was on Saturday 26th September.

From all Trackrod members

-*-

CSMA HIGHWAYMAN RALLY - Bernard Fernyhough/John Bean.

This event started at York and had a very similar route to the Lookout Rally, albeit very much longer. We were seeded the first of the Semi-Expert crews, and so we had a bit to do to maintain that seeding. The roads were very wet, and slippy, and on the opening selective we spun at almost every junction, Bernard trying very hard. He eased off for the yumps at Yearsley, which is a good job as the road had been re-surfaced leaving a lot of "marbles" - hence wheelspin in top! A tricky section followed up the White Horse White and down the yellow. On one of the hairpins at the bottom of the bank there was a scene of carnage, with bits of rally cars everywhere, but we managed without incident. Then came a last-minute re-route which took us through Cadale Mill - not too deep, but the carpets are still wet a month later! After petrol the first selective was the the Cockayne Loop. The first time I've been over there without pace-notes, then down Map 100 and onto 106 off 106 etc etc, to finish above Millington. Towards the end the clutch on the Sunbeam began to slip at high RPM, and the handling was noticably suspect. At the finish at Buckles Inn results were a long time coming, so I had to leave to collect a customer from Manchester Airport. Just my luck to miss the Prize Presentation, as we had finished 1st in class, 15th overall.

John

MR. ANGRY.

What ! a Geordie as editor, I thought the last bloke was bad enough but what chance have we got of getting any sense out of a Geordie? The best thing to come out of the North East is not Peter Beardsley but the A1(South) - no wonder the Scots built Hadrians Wall. But anyway, beggers can't be choosers and it looks like the only decent bit of this mag will continue to be my column of interlectual delight.

So whats going to make me angry this month? Ford Motor Company thats what! How dare they not enter Ari Vatanan on the RAC - his display on the 1000 lakes in the Sierra Cosworth looked like REAL rallying to me so come on FMC if you don't get Ari a drive you can stick your cars!

I see from last months mag we have a new annual award involving a free entry on the Quip - great but we haven't got anyone in the Club who can use it! - we struggle to get people out to do a sportonoggin and any PCT other than the club night, you would think it was the Monte Carlo Rally they had to do; so turn out and do a real forest rally? even for free is asking rather a lot. The more intelligent amongst you (ie. the small % who can read) might have seen that John Cope - a Trackrod member - finished 9th on the RL Brown recently and so scored Motoring News Points - has anyone got a good enough memory to remember the last Trackrod member to do this? Suggestions to the editor please.

QUIP FOREST STAGES RALLY

This year's was the best ever! According to all reports (except Mr. Oswin) that is.

Many thanks to all of you who helped in any way - the effort was superb.

See you all next year at Ravenscar - Sept 23rd/24th for tour diaries.

Rod Parkin.

Ed - I hope you'll enjoy this extract and photo from a certain 4 wheel drive magazine, about a certain member of our club.

* * * * *

I also received a letter from a Mr S. Lancaster, along with a couple of photos (See Photo page) of one of our members in a somewhat 'Shameful' position. He had got stuck on what was described as a 'Soft piece' of field in his Range Rover. And what really sets him apart from the rest is that he was towed out by a Ford Orion, which, I am told, did the job amicably.

To get stuck is one thing, but to be towed out by a relatively small two wheel drive car is quite, quite shameful. Especially when there are those little magic boxes about (Cameras).

The said member is no other than Mr PETER STANHOPE.

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One embarrassed Rango Owner/Driver. Photo S. Lancaster.

TMC Costa '87 - Bernard Fernyhough/John Bean.

With a new back axle (old one was bent) and a new clutch, we reported to the start of "Costa's Last Stand" full of optimism. Once plotted, the route looked similar to the Larkspeed Rally of the past 3 years, so I thought some "local" knowledge would be useful. A strong entry included John Cope/John McNichol and Alan Powell/Ronnie MacKinnon, both of whom are very quick, plus the usual ANCC top runners. (However Alan & Ronnie non-started due to Ronnie being ill).

Now whether I was tired or Bernard was, or we both were, I don't know, but over the first half dozen short selectives I could tell that we were going very steadily indeed. This pattern of short sections continued for the whole of the first half, and by petrol we were within 3 minutes of going OTL - the nearest all year! The second half contained much longer sections, and Bernard and I put in much more effort, obviously going a lot better. The rally ended with a long run across the tank road on the top of map 100, which was a real "bottle tester", 100+ Mph for 4 miles!! At the finish we found we were well down the order, about 24th o/a and 5th semi, but first Trackrod crew home! Pity about there being no trophy, though. Bernard now goes to contest Mull, and then the Larkspeed Rally. I hope that his reliability can be maintained as this year he has been getting quicker by the rally, but without the silly incidents that can cost time (and money!). As for me, that completes my rallying days I think, as I don't believe we will have any competitive road events next year, and the cost of Tarmac Pace - Note stage events is prohibitive, especially to a poorly paid taxi driver!

John Bean

ONE WEEK IN SEPTEMBER -
OR WHY JOHN McNICHOL IS GOING GREY!

I arrived at the start of the Costa '87 looking forward to competing in the event and anticipating my official role as course car co-ordinator on the Quip Forest Rally the following weekend.

Everything was organised for both events and set to run smoothly, However, you know what they say about the best laid plans.

After doing battle with the Cavalry; namely Costa's Last Stand's Documentation Team, John Cope and myself ran out from Ripon to SS1. We discussed tactics for the night's sport - ther seemed little point trying to mix it with Retchless and Hawkridge as they are both bang on form, and on their own doorsteps. We felt they might knock each other out, as it were, and we wanted to be still on the road to pick up the pieces !

Despite not doing a real rally with John for nearly a year we were soon into the swing of it and going well. at the start of SS7 we had a tot up and wre lying 3rd behind Retchless and Hawkridge and a few seconds in front of Blackbourne. Everything was going to plan we thought !

54321 GO! Off we went "300 yards flat left, T junction, turn medium left" well it soon became apparent the car didn't hear me as the T junction was appearing rapidly and the car wasn't slowing - pump the brakes, change down, try the handbrake - Nothing! despite me pressing the foot rest as hard as I could we went straight on up the bank and hit the sign post. Having got the car back out of harms way Jophn soon found the problem; an Aeroquip brake hose had split and left us with no brakes but plenty of broken lights, bent front panel and bonnet but fortunately no serious damage - the tale could have been a lot worse. If you, like me, thought Aeroquip was indestructable, think again. Anyway we clamped the pipe off with mole grips, wound all the bias to the front and

limped out of the event. The Costa is not my lucky event.

Monday dawned with the problem that John's car would not be fit to do course opener on the Quip. Next problem-Alan Edwards couldn't take the Chief Marshal round. Craig Thorley arranged for Jon Joanidies to do the course car and surely Tuesday's club-night would find another volunteer to replace Alan Edwards- wrong! but three possibles. Wednesday saw problems with Jon Joanidies due to buisness but don't worry! there'll be another volunteer from York Motor Club. Thursday morning- plenty of possibles reduced to nil by wives, gearboxes, cars, holidays etc. One bright spot, Robert Pearson of Quip could take the Chief Marshal round, so I only needed a course opener.

Thursday night, just 24 hours before it had to be in Scarborough, still no course car. My panic was beginning to show What about Steve Retchless? I rang Motorscope, his sponsor, and explained the problem to get his phone number. I spoke to David Owen who told me Steve was doing a night event on the Saturday, he would do it himself but it was a busy day in the shop! Another blank. However, a little later Steverang me and said he would love to do the job and David Owen would lend his own road rally car to do the event in. Saved at the last!

When Jenny and I set off for Ravenscar I was confident everything was organised. Jenny wasn't so confident as she was on documentation team and had lost her voice. On arrival I found that Robert Pearson's car was out of action due to brake problems (don't talk to me about brake problems!) A bit more phoning and we solved that problem but time was getting on and no Steve Retchless. However, he did turn up and Peter Stanhope and Chris Sharpe soon had the car looking like Fylingdales with both radios installed. At last we had R.A.C Timekeepers, Chief Marshal, Time Car, Spectator Control Car, Course opener, Course closer and equipment collection all sorted,

stickered and wired for sound. After a few pints (horrible!) we retired to Smugglers Rock, knowing all our problems were behind us. Everything went great on the day despite having to get up at 6am to get Jenny to documentation.

the event itself went superbly due to the exhaustive planning of the organising team and the way everyone performed their job on the day. My small part was a pleasure, only time "Reckless Retchless" worried me was when he confided he'd never driven in the forest before! You wouldn't have known it though, despite being "under orders" and in a strange car he gave a spot on 9/10ths drive as required. He was a little more sideways if there were any spectators about. At the finish the car was on the trailer and Steve swapped it for his own car for the night event where he finished 2nd o/a. Steve was awarded the Clerk of the Course award for his "outstanding contribution" which pleased him immensely. And so ended one week in September when I've got a little greyer but it was all worth it the end. See you next year!!

John McNichol

Larkspeed Trophy Rally - 31st October 1'

This event is the final round of this year's Shell League, and a counter for ANCC/ANECC Road Rally Championships. It is also one of the last chances of seeing Road Rallying as we know it, before next year's regulations transform the sport. If you cannot enter the Rally, then Marshaling is a must, to support our Trackrod entries.

See John Bean at any clubnight, or Tel. 611132 - This is your Last Chance to witness the Real Thing.

John Bean.

AUTOTEST REGULATIONS

Extract From Autotest & Trials Committee - June

The Committee Considered the report of the Autotest Working Group who spent considerable time discussing the vehicle regulations in an effort to more clearly define "specials". The proposals below are issued for comment and will not be introduced until 1989 at the earliest.

The Proposals involve only changes to existing regulations QC.1; QC.2; QC.5; QC.8; and QC.10 as follows:

QC.1

- a) Body shape to conform to the original production silhouette and retain the original layout of engine/transmission as the production vehicle. Bumpers may be removed and wheel arch extensions added as appropriate. Vehicles not complying with the foregoing will be classified as specials.
- b) Be equipped with an effective windscreen or Aero-type screen.

QC.2

To give consideration to a regulation which would have the effect of requiring non-production cars and specials being prohibited from having the rearmost part of the drivers (or others if fitted) seat behind the rear wheel axis.

QC.5

Be fitted with tyres in accordance with QA.9.

QC.8

The use of many of the items required for safety

urposes should be seriously considered. All open cars and specials are recommended to be equipped with safety roll bars, to at least QM.1a.

3.10

-) Be currently registered and taxed as a private car, as required by law, unless this is relaxed by the SR's due to the event taking part wholly on private property. Whilst on the public highway vehicles must comply with all Statutory Regulations (as to Construction and Use).
-) Battery powered vehicles may compete subject to SR's.
-) Commercial vehicles be admitted in appropriate classes if eligible in accordance with QA.19.(h)

Should any member wish to comment on these proposals please forward them to the RACMSA FAO, Belton before April 1988.

-*-

St. WILFREDS RALLY

Bernard Fernyhough/John Bean.

This was a very different proposition from theovice Rally, with a strong entry for this event which was mainly on map 99 and is a round of several championships. A fast route, fully manned by marshals (even every SGW) was on offer. We had an uneventful run, with one minor wrong-slot, and I was disappointed to find that we finished 16th /A, 5th Semi. What was encouraging was our times a minute or so outside the top ten.

John Bean.

LOMBARD RAC RALLY

o down and one to go, and here it is the next best
ages rally on the sporting calendar.

you should now be aware we, as a club, have the
leasure" of running Dalby 1 in glorious technicolour
y light on Tuesday 24th November 1987.

come on lads & lasses the Yorkshire Mafia needs you,
s you, to show'em how to do it properly. We need 15
ctor Marshals, a dozen Radio Operators and a host of
rshals to man the 8.5 mile stage, It Is a Spectator
age so many will be needed.

ior to this however, the RACMSA is this year bringing
element of training to you as opposed to the other
y around. This will take the form of a special
ening on Tuesday 27th Oct. 8.30pm PROMPT at The
own, Boston Spa. John Richardson(yes our very own,
t the one who wins rallies!!) has, as the Regional
aining Officer for the RAC, the daunting task of
tounding us all(yes even me!) on what is expected of
on the day. This is not your usual "heard it all
fore stuff" and I am sure you will come away
lightened.The talk itself will be interspaced with
deo's and enough time will be allowed for you to down
few.

L Sector Marshals, Radio Operators, Control Officers
Timekeepers MUST Attend:- NO Attendance means NO
b!! So before you give your name to Richard Simpson
sure you are free then.

nally if, since it is a club night, you feel it isn't
r you, don't bother coming as idle chatter "at the
ck" IS NOT WANTED !! and will not be had. No
oligies for bluntness. So lets have a good night and
arn from the experiance, See you there!

rtin Kemp.

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Stuart Bell/Stephen Sanderson.

Well after last year's performance we were quite pleased to be seeded 129th out of 130 (at least we could have a lie-in on Saturday morning), and arriving at noise on Friday night Stephen decided to navigate us across a muddy field but me being an ignorant driver decided to follow the arrows and everyone else - around the outside. Once there we had no problems apart from Becky's freezing hands and nearly getting stuck in the mud.

Scrutineering was also easy - thanks Mark for putting the bonnet down! You had to keep moving or you got covered in stickers and I didn't need the car resprayed.

Despite Steve's assurance that the Quip was always held in good weather the next morning dawned wet, very wet. Trying to get numbers to stick, in the middle of a monsoon is not easy. Half a mile down the road at the start it had stopped raining and with tank tape borrowed from the other Trackrod crew David Unsworth/David Smith car 128, we got the rally plates to stay on.

After the start, with a large crowd of 3 marshals, a clock and 2 chefs from the hotel, it was off on stage 1 - Harewood Dale. As we set off from the stage start I wondered why I had wanted an L.S.D. as the car wouldn't go in a straight line. But by the last bend of the stage it was getting a bit better, then on the straight to the finish someone had left piles of logs everywhere and it was nearly a very expensive 4 minutes rallying - but we got through with one less coat of paint on the nearside.

A steady run through Sneaton, Langdale (where I'm sure there was no-one between the start and the finish) and Bickley to the first service at the fire tower. No-one, well car 130, had'n't caught us yet so we were doing better than last year.

No problems through Staindale and Dalby 1 then a long road section to Castle Howard where car 1 passed us coming in the opposite direction. The biggest fright of the day occurred at the roundabout on the A64 when a left hand drive crane (with wheels bigger than the Nova!) pulled out in front of us - I think I just beat Steve to the horn button.

We reached Castle Howard service before the service crew although there was no rush as we had at least 45 mins and all we wanted from them was the sandwiches.

The short stage down the farm tracks of Castle Howard was good once I decided to drive with all 4 wheels on the tarmac and it was a lot better than Olivers Mount which was used on last years Quip, and most crews seemed to agree.

It was then off to Cropton where at last with a bit more confidence we started going faster. Newtondale stage saw us catch the car ahead 2/3 of the way through the stage. We followed him to the finish but he kindly let us past him before the next stage.

The last service halt followed, again at the fire tower, then onto the Long Dalby 2 Stage. It would have been better if we had known when the end of some of the straights were coming up, but it was nice to see so many people in the Woodyard. After 20 minutes driving we reached the stage finish although it felt like only 5 mins at the most.

The last 2 stages were a reverse of the morning runs through Bickley and Harewood Dale which, with the exception of a couple of corners, had'nt cut much more than the first runs. No problems through the log piles this time, taking it steady to get a finish. On the last bend of the last stage I decided to use the handbrake and the car went round beautifully - pity it was the end now.

Back to the finish to find we had done a bit better than last year at 83rd O/A and 12th in class, only 10s /mile slower than Colin McRae's Nova, still room to improve and it's getting better.

A great event and thanks to all involved - roll on next year.

Stuart Bell.

After spending the last 15 years or so spectating and marshalling, on one event or another, - in all weathers and at ridiculous times in the morning instead of being tucked up in my nice warm bed sound asleep - I found myself in discussion with Peter (on the club PCT night) about doing a rally, preferrably with an inexperienced navigator. The fatal words, "I would'nt mind having a go at navigating" were uttered and without further ado an entry form was posted to the entries sec. of the Highwayman rally.

So - after some expert tuition from an expert navigator I know - we decided that the best course was to do a couple of practice plots and then go and have a look at the routes we'd plotted. After about 60 miles I thought, "me and my big mouth" and "where's the sick bag!" How would I survive 180 miles of this?

The big night came all too quickly and we arrived at the start after a slight navigational error on the way to scrutineering! Good start. No problems there or at noise (I'm sure I've seen that noise officials face before) meant my nerves were unexpectedly calm until we got to MTC 1 when my knees started to shake.

5.4.3.2.1. GO! Now lets see what everyone makes all the fuss about. 90R, 90L, what's that furry thing hopping on the road? Oh well another bunny for the pot. Apart for a couple of wrong slots and a couple of overshoots we managed to keep 4 wheels firmly on the road - although we nearly ran over 2 photographers when we went the wrong way at Harton Moor! Through 17" of water in Caydale - cops the engine stopped but an 'army' of marshals rushed forth to push start us gain - I hope they were wearing waders cos our sandwiches were a bit wet!

$\frac{1}{2}$ way and so far so good, the route had been good and the weather kind, not to mention my stomach which was saved by the qwells I had brought. Round Cockayne without any problems infact we were going quite well downthe long run to the finish of selective. Then past TC37 and around the double h'pins at Millington. "Only two more controls Peter and we've done it" - OH SHIT! was the cry as we sailed of the 2nd h'pin and came to an abrupt halt by a fence post and some barbed wire. Me and my mouth again - we were perched on a bail of straw which prevented us from returning the rear wheels to the ground.

Time was slipping away and so, we thought the possibility of a finish. Then the course closing car arrived and kindly assisted us back onto the road. We missed 2 controls (hence 2 fails) but made it back to the Buckles Inn in good time to finish (extra lateness had been allowed at the finish).

I can't speak for Peter of course but I thoroughly enjoyed the experience and the result was more pleasing - 6th novice and 32nd O/A. Thanks to Peter for a good run and to Barry and Pamela for their help and support over the past few weeks and to everyone who gave us so much encouragement.

Jean Dove.

-*-

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TRACKROD TROPHY POINTS JULY '87

Trackrod/Newman Trophy

R. Kemp	68
J. Westmorland	35
B. Dove	35
R. Simpson	25
R. Mackinnon	25

Editors Trophy Drivers

J. North	23
B. Fernyhough	20
P. Sykes	20
C. Sykes	16
I. Richardson	16

Service Crew Trophy

V. Fletcher	20
M. Varley	20
B. Dove	5
R. Kemp	5

Navigators

D. Lee	23
J. Bean	20
C. Sykes	20
J. McNichol	17
P. Sykes	16

CJ & DW Taylor Trophy (Best lady competitor)

C. Sykes	192.2
J. Smyth	163.1
J. Dove	67.5
V. Renny	38.3

Shell League Trophy

J. North	181.5
P. Green	92.5
R. Endley	90.7
C. Sykes	84.2

Off Road Events Trophy (Not TMC Events)

J. North	356.7
P. Green	92.5
R. Jackson	65.0
D. Lee	58.8

Rally & Speed Autotest Trophy

J. North	11
R. Ineson	11
R. Mackinnon	5
J. Renny	5

Dickinson PCT Trophy

C. Batty	10
J. North	10
R. Cross	9
I. Miller	9
J. Dove	8
R. Mackinnon	8

ANCC Rally Navigator

J. McNichol	134.2
C. Sykes	105.0
P. Sykes	84.2

ANCC Rally Driver

P. Sykes	105.0
C. Sykes	84.2
P. Chambers	24.2

(TROPHY POINTS CONT....)

FSB Tophy Driver

J. North	32
R. Endley	27
T. Whittaker	24
J. Cope	19

Lloyd Stages
(Multi-Venue)

T. Whittaker	124.8
P. Lilley	88.3
D. Unsworth	52.5
N. DuCross	25.8

Marshals Trophy

R. Simpson	70
J. Westmorland	25
M. Westmorland	20
R. Kemp	20
B. Dove	15

FSB Trophy Navigator

J. McNichol	60
D. Lee	32
V. Fletcher	27
J. Smyth	24

Crest Motels Trophy
(Single Venue)

J. Cope	82.7
S. Bell	68.6
D. Unsworth	62.7

Gordon Jefferson
Co-Driver Trophy

J. McNichol	196.3
J. Smyth	163.1
D. Smith	115.4
S. Sanderson	68.6
M. Dixon	39.4

John Westmorland
Trophy Points Sec.

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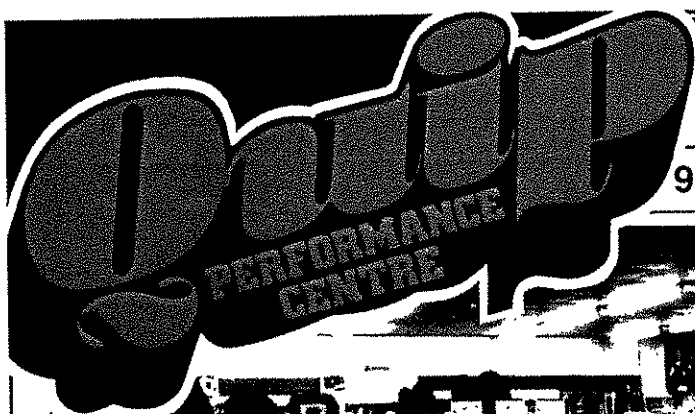
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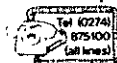
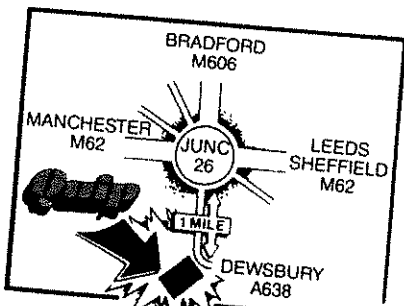
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